(b) and (c) The survey has been taken up. Further decision will depend on the results of the survey.

New Railway Projects submitted by Maharashtra Government

95. SHRI VISHWASRAO RAMRAO PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the proposals for new railway projects submitted by Government of Maharashtra during the last three years;

(b) whether some of the proposals have been found unremunerative; and

(c) if so, the details thereof and the action taken on the proposals submitted by the State Government ?

THE MINISTER OF STATE IN THE MINISTRY OF RALWAYS (SHRI MAL-L1KARJUN): (a) to (c) Five proposals for gauge conversion, 3 proposals for New Broad Gauge lines and one proposal for setting up of Rail Coach Factory and Wheel & Axle Plant were submitted by Government of Maharashtra. Details of these projects and action taken thereon arc as follows :—

	Projects recommended by Government of Maharashtra	Action taken
1.	Conversion of Manmad-Aurangabad MG section into BG and subsequently extend-it up to Parli Vaijnath and Adila-up on Parbhani-Adilabad section. Conversion of the entire route is targetted for completion in 1994-95	Manmad -Aurangabad conversion completed and opened in 1991-92. Work is in progress on ing Manmad-Parli Vaijnath section and is being taken bad.
2.	Conversion of Latur—Barsi—Pandharpur Miraj NG section and extending it up to Latur Road and laying a new railway line joining Osmanbad with this line.	Conversion of Latur—Miraj NG to BG has been included in the Action Plan for Gauge Conversion.
3.	Conversion of Chandafort—Gondia—Jabalpur NG to BG.	Included in the Action Plan. Work on the subsection Gondia—Chandafort has been included in the Railway Budget 1992-93 and will be taken up shortly.
4.	Conversion of Daund—Baramati NG line to BG.	The work has been included in the Budget for 1992-93 and is in progress.
5.	Conversion of Yavatmal—Murti—Japur—Achalpur Railway line.	It is a private line, worked by Railways in terms of an agreement. The question of conversion would arise only after it is taken over by the railways which option would be available in 1996.
6.	NewBG line from Khamgaon to Jalna.	Found unremunerative, hence, the proposal could not be taken up.
7.	New BG line from Ahmednagar—Bir—Parli Vaijnath.	Found unremunerative, hence, the proposal could riot be taken up.
8.	Construction of Wardha—Yavatmal—Posad—Nanded railway line-	Due to constraints of resources, it is not feasible to take up this work.
9.	Setting up of a Rail Coach Factory and Wheel& Axle Plants in Vidharbha Region.	The proposals were received from the Chie Minister of Maharashtra but these were not agreed to due to paucity of funds faced by the railways.